

REMARKS

Claims 1 and 2 have been amended to address the minor informalities noted by the Examiner and do not affect the scope thereof. The objection regarding Claim 2 is not understood. The body closure panels 12, 14, 16, 18, and 20 illustrated in Fig. 1 and recited in Claim 2 are "generally flat." Clarification is requested because it is believed that Claim 2 clearly and unambiguously defines the invention.

The Examiner continued the rejection of Claim 1 under 35 U.S.C. 102(b) as being anticipated by the Ashina et al. reference. The rejection is respectfully traversed. Specifically, the Examiner stated that "the features upon which the applicant relies (i.e., an enclosed three-dimensional space) are not recited in the rejected claim(s)." This is not correct. Claim 1 specifically defines the invention as a vehicular body and frame assembly that includes (1) a plurality of structural components that are secured together in such a manner as to form a space frame assembly. A "space frame assembly" is specifically defined in the specification as being "formed from a plurality of structural components that are secured together in such a manner as to define an enclosed three-dimensional space, such as for the occupants of the vehicle" (see Page 2, Lines 26-29 and Page 4, Lines 3-6). Thus, contrary to the Examiner's assertion, the features upon which the applicant relies are clearly and unambiguously recited in independent Claim 1.

Furthermore, the Ashina et al. reference discloses a two-dimensional ladder type frame assembly 101, not a space frame assembly as specifically claimed. The various loop-shaped members 102 are secured to the two-dimensional ladder type frame assembly 101 to form a three-dimensional space frame assembly. Thus, it is believed that the claims clearly define the invention over the Ashina et al. reference.

Respectfully submitted,



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